

**Remarks**

Applicants respectfully request reconsideration of the present application in view of the above amendment and following remarks. Claims 1 and 10 have been amended to correct typographical errors, and claims 11-15 have been added. No claims have been cancelled. Therefore, claims 1-15 are pending in the present application.

Claims 1-10 have been rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 5,263,386 to Campbell et al. ("the Campbell reference"). Applicants respectfully traverse this rejection.

Claim 1 is directed to an anti-rotation guide for a valve lifter for an internal combustion engine having a camshaft disposed within an engine block of the engine, and a valve train. The anti-rotation guide includes a sleeve portion and an anti-rotation feature. The sleeve portion has an inner surface, an outer surface, a first end, and a second end. The anti-rotation feature is disposed on one of the first end and the second end of the sleeve portion for cooperating with the lifter to prevent axial rotation of the lifter within the guide. The sleeve portion is oriented when installed from an opening of a bore in the engine proximate the camshaft. The first end of the sleeve portion is adjacent the camshaft and the second end of the sleeve portion is adjacent the valve train.

The Campbell reference does not teach or suggest an anti-rotation guide including an anti-rotation feature disposed on one of a first end and a second end of a sleeve portion as recited in claim 1. In rejecting claim 1, the Examiner stated that the lifter gallery (12) in the Campbell reference teaches the sleeve in claim 1, and

the raised hat sections (42) in the Campbell reference teach the anti-rotation feature in claim 1. *See Office Action*, pgs. 2-3. As best seen in FIGS. 1-3 of the Campbell reference, the raised hat sections (42) are integrally formed in the retainer clip (39). *See Campbell*, Col. 2, lines 54-57. The retainer clip (39) is in turn snapped to the body (27) of the lifter (26). *See id.* at lines 50-51. While the outer end of the raised hat section (42) (i.e., tang (50)) may operate to slide within a slot (51) formed in lifter gallery (12), the Campbell reference does not disclose that the tang (50) is disposed on either end of the lifter gallery (12). Therefore, the Campbell reference does not teach or suggest all of the limitations included in claim 1. Applicants request that the rejection of claim 1 be withdrawn. As claims 2-9 depend from claim 1, these claims are also not taught or suggested by the Campbell reference for at least the same reason set forth with respect to claim 1. Thus, Applicants request that the rejection of claims 2-9 be withdrawn.

Dependent claim 2 further distinguishes the present invention from the Campbell reference. Claim 2 states that a diameter of the outer surface of the sleeve portion is selected such that the guide may be press-fit into the engine bore. In the Office Action, the Examiner stated that the lifter gallery (12) in the Campbell reference teaches the sleeve portion recited in claim 1. *See Office Action*, pg. 2. However, the Campbell reference states that the lifter gallery (12) is located on an inner wall of a cylinder bank (14). *See Campbell*, Col. 2, lines 7-11; FIG. 1. Nothing in the Campbell reference discloses that the diameter of the outer surface of the lifter gallery (12) is selected such that the guide may be press-fit into the engine bore.

For this additional reason, Applicants request that the rejection of claim 2 be withdrawn.

Claim 10 is directed to an internal combustion engine having a camshaft and a valve train and a valve lifter. The engine comprises an anti-rotation guide for receiving said valve lifter. Further, the anti-rotation guide includes a sleeve portion and an anti-rotation feature. The sleeve portion has an inner surface, an outer surface, a first end, and a second end. The anti-rotation feature is disposed on one of the first end and the second end of the sleeve portion for cooperating with the lifter to prevent axial rotation of the valve lifter. The sleeve portion is oriented when installed from an opening of a bore in the engine proximate the camshaft. The first end of the sleeve portion is adjacent the camshaft and the second end of the sleeve portion is adjacent the valve train.

For at least the same reason set forth with respect to claim 1, claim 10 is not taught or suggested by the Campbell reference. In particular, the Campbell reference does not teach or suggest an anti-rotation guide including an anti-rotation feature disposed on one of a first end and a second end of a sleeve portion as recited in claim 10. Therefore, Applicants request that the rejection of claim 10 be withdrawn.

New claim 11 depends from claim 1 and states that the anti-rotation feature includes an arm and a tang. New claim 12 depends from claim 11 and states that the arm extends axially from one of the first end and the second end of the sleeve, wherein the tang extends inwardly from the arm. New claim 13 depends from claim 1 and states that the anti-rotation feature includes a flap. New claim 14 depends

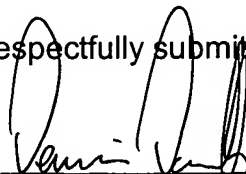
from claim 1 and states that the anti-rotation feature includes an orifice flat. New claim 15 depends from claim 1 and states that the sleeve portion is removable from the bore in the engine. Since claims 11-15 depend from claim 1, these claims are not taught or suggested by the Campbell reference for at least the same reasons set forth with respect to claim 1.

**Conclusion**

In light of the foregoing, Applicants submit that claims 1-15 are in condition for allowance and such allowance is respectfully requested. Should the Examiner feel that any unresolved issues remain in this case, the undersigned may be contacted at the telephone number listed below to arrange for an issue resolving conference.

Applicants do not believe that any fee is due at this time. However, the Commissioner is hereby authorized to charge any fee that may have been overlooked to Deposit Account No. 10-0223.

Respectfully submitted,

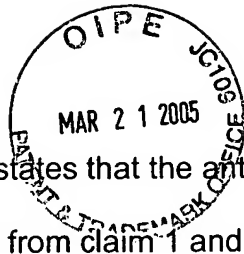


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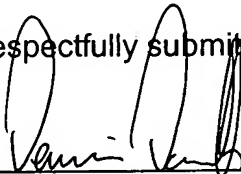
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